

TRANSEND

December, 2008

A magazine for employees, retirees and stakeholders of the Arizona Department of Transportation

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uncovers ancient
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Victor M. Mendez
Director

Charting the future of transportation

When it comes to seeing into the future, I'm reminded of the one-liner: Show me a smiling fortuneteller and I'll show you a happy medium.

Humor aside, planning the future of transportation in Arizona is something we take very seriously. It is ADOT's responsibility to develop a transportation system that meets the needs of Arizonans now and in the future. We also have a duty to foster plans that find a happy medium between urban and rural needs, between different modes of transportation, and between human progress and protecting the environment.

But we cannot do it alone, nor should we. We need transportation experts, elected officials, civic leaders, tribal communities, businesses, and citizens across the state to help us plan the future that will best serve Arizonans.

This is the purpose of our "Building a Quality Arizona" Transportation Framework Studies. Building a Quality Arizona, or bqAZ, is a proactive process that looks at transportation and transit services in the future, based on technical studies, economic development patterns, community long-range plans and community dialogue. The studies are being done

in collaboration with Metropolitan Planning Organizations, Councils of Government, study committees and citizens all over Arizona.

We began last January by holding workshops in four different regions across the state to learn about the current transportation and transit conditions in these areas and find out what their most critical transportation needs are. More recently, a series of 25 community workshops, again divided among four state regions, occurred last month. The objectives of the workshops were to:

- Understand the values and priorities of transportation system users
- Present ideas for discussion
- Explore the future of transportation in Arizona through three scenarios

Using the information gathered during the first round of workshops, three potential scenarios were developed to address the needs deemed most important by region. These scenarios were explained at each workshop and facilitators sought feedback from attendees.

The scenarios make predictions concerning the future of transportation, forecasting what transportation will look like in 2050.

These plans include the assumption that personal vehicles will be a prominent form of transportation, that the popularity of public transit will grow and that densification of urban societies will lead to an increase in unified transportation.

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TRANSEND is published monthly for the employees and retirees of the Arizona Department of Transportation, by the Creative Services Group of the Communication and Community Partnerships Division.

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Archeologists uncover ancient civilization

Preserving our native heritage

By Ron Loar
Editor

Meticulously digging in the hard-packed earth of the high desert in Yavapai County, a dozen or so men and women shovel, sift, and sort through the dirt, for hours at a time seeking bits of clues to the mystery they are trying to solve.

They aren't criminologists on some TV crime show. They are real-life 'detectives' in their own right, searching for hints about who once lived in the rural region of Cordes Junction, Ariz. long before Europeans set foot on this continent.

These devoted sleuths are archaeologists, piecing together the tapestry of history, much like they piece together the shards of found pottery. They are attempting to assemble from

artifacts, a picture of the people who lived centuries ago in the Antler House Village.

That is the name given by archeologists to the historic site because of burned antlers found buried in several of the pit houses. The antlers were uncovered four feet below the surface during the digging of test trenches, according to a project summary prepared by Allen Dart of EcoPlan Associates, a Mesa-based consulting firm specializing in archaeological research and environmental sciences.

In the summary, Dart describes the area as a large prehistoric aboriginal site of about 40-acres. Buried archeological features are present within a smaller area of approximately three acres making that the central focus of the study where the foundations of approximately 60 houses have been defined.

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A glimpse into the past

Where wide concrete ribbons of Interstate 17 and State Route 69 intersect is the community of Cordes Junction, Ariz. Little else of significance marks the area, other than the presence of the ADOT maintenance office, a DPS outpost, and a motel. A McDonald's restaurant and a Subway sandwich shop offer an oasis of sorts in an otherwise rural setting where long ago, there once was a thriving community.

Centuries ago that area was marked by little more than footpaths that crossed in the high desert region of the great Southwest. The native tribes inhabiting that area had no need for highway maintenance, police enforcement, motels, or fast-food.

Long before the Iron Horse rode on tracks of steel, before cowboys herded cattle to San Francisco, or grazed sheep on open ranges, a band of perhaps 60 to 100 Native Americans

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Toni Gentilli, archaeologist with EcoPlan Associates, shows beginning excavation of an ancient pit house. Standing are Dan Garcia, EcoPlan, and David Zimmerman, an environmental planner for ADOT.

Preserving our native heritage

(Continued from Page 3)

The archaeological site, on public land managed by the Bureau of Land Management is located at the junction of Interstate 17 and State Route 69, about 60 miles north of Phoenix. It was first recorded in 1998, after archaeologists contracted by ADOT came across a large area of scattered artifacts during the planning stages for construction of a new interchange. Much of what they have found on the surface would be dismissed by the casual desert hiker as just another rock or lump of clay. But trained specialists have been able to distinguish millions of aboriginal artifacts from the surrounding area.

Dr. J. Simon Bruder of EcoPlan, said, "Naturally one of our first questions was, who were these people. We needed to determine if they were Hohokam or Sinaguan. We wondered if they may have been from an archaic civilization."



Just a few of the pottery shards found at the Antler House Village site.

Toni Gentilli, archaeologist and project manager with EcoPlan is a ceramics specialist. She believes the presence of red on buff pottery, and plain gray pottery, indicates that the community may have been inhabited by the Hohokam. She says that much of the pottery remnants found are indicative of the Gila Butte phase of the Hohokam culture between A.D. 800 and 850.

Gentilli said she was amazed at the volume of surface-scattered artifacts. "I know we found at least one metric ton of evidence even before we started digging." She said artifacts included carved fetishes, pottery shards, stone tools, and turquoise and shell jewelry.

History has shown that the Hohokam primarily inhabited the Salt and Gila river valleys around Phoenix, and as far south as Tucson. Archaeologists have also found evidence that the Hohokam established colonies in the Prescott area, the Verde Valley, and even as far north as Flagstaff.

Bruder said the Hohokam were farmers who may have migrated into the area in search of new grounds for cultivation as well as a source of animals for meat and furs. Not far from the Antler House Village is Big Bug Creek and a number of natural springs that would have provided water necessary for their farming.

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A glimpse into the past

Concluded from Page 3

engaged in their own commerce to sustain the small community. Occasionally they traded food, furs and trinkets with passing members of tribes from the southern coastal region and lands to the north.

It was a quieter time then, without the noise of automobiles rushing people to work and vacation spots, before tractor-trailers hauled commodities cross-country. Those were the days when people traveled by foot, and a time when eagles, hawks and smaller birds were all that flew the skies.

"We know they lived there, and we can figure about when," says Dr. J. Simon Bruder, archaeologist of EcoPlan, a consulting firm based in Mesa, Ariz. "What we don't yet know is why they left." Bruder's team of archaeologists is studying remnants of that society at the intersection that is slated to be rebuilt to handle increasing traffic volume.

Even before this land was called Arizona, on a continent that was not yet America, native peoples made their homes in this rugged wilderness now called Cordes Junction. The shards of pottery, pieces of stone tools, jewelry and arrowheads are the artifacts that scientists are studying to learn more about their existence.

Preserving our native heritage

Because several Arizona tribes claim Hohokam ancestry, participating government agencies have invited them to participate in the archaeological planning process as required by government regulations to preserve Native American history and cultural legacy.

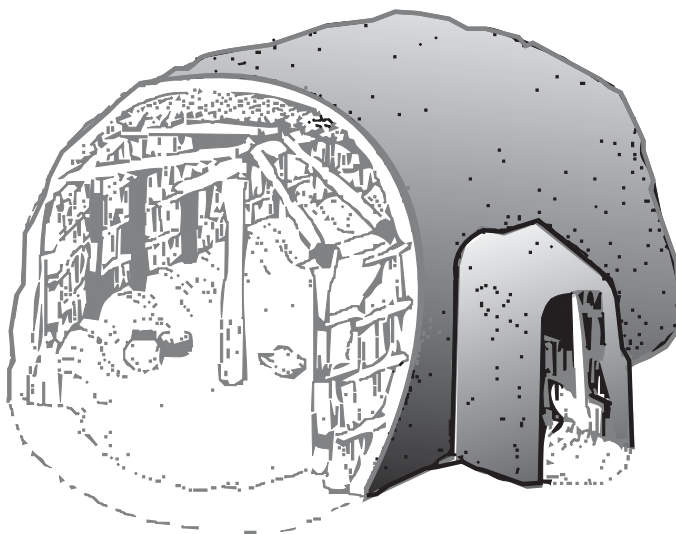
“The Pima and Hopi tribes have particularly shown interest in the Antler House Village and are actively involved in the recovery and cataloging of artifacts,” says David Zimmerman, planner and historic preservation specialist with ADOT. “Some of the evidence found on the site is human burial remains,” Zimmerman said. “We are very respectful of the Native American culture and have repatriated the human remains with native tribes.”

With shovels, trowels, and brooms, archaeologists methodically peel back layers of earth, exposing history, a fraction of an inch at a time. The long hours in the hot sun and blowing dust are frequently rewarded with the finding of yet another piece of the puzzle.

Dr. Catherine Euler carefully dug away at her work area, stopping occasionally to pluck a small object from the dirt, examine it, and then discard it. Finally, she noticed an object, and worked carefully with her trowel for several minutes before she freed the artifact. With a smile on her face, she showed a long arrowhead – her reward for tenacity and delicate skill. The point was placed alongside other artifacts she had found earlier, to be cataloged and sent to storage for further study.

Some foundations at the site are considerably larger than most pit houses studied in other regions. The largest house unearthed at Antler House Village measures 30-feet in length, suggesting that it may have housed an extended family, according to Bruder.

Identifying the pit houses as early Indian dwellings came easy to archaeologists. The foundation structure of rectangular shape dug two or three feet into the ground and with equally spaced post holes around the perimeter were typical of native cultures in this area during the pre-Columbian era, according to Dart. Also common to the style of architecture are fire pits located just inside the entries to the houses, he said.



Artist's concept of what a pit house may have looked like. A cutaway shows how the interior may have looked.

“Other features found at the site are roasting pits, and at least one area that it may have been a communal plaza,” Dart said.

Bruder said that there is evidence that Antler House Village was occupied repeatedly during the Gila Butte phase. She says that evidence unearthed supports that theory because pit house foundations have been found built upon one another, or over-lapping other foundations.

Excavation costs will top the two million dollar mark, according to Zimmerman, who says that the Federal Highway Administration is sharing in that cost. He said that the artifacts and project records will be curated in perpetuity at the Sharlot Hall Museum in Prescott.

The site is closed to the public because it is near a busy highway interchange, but EcoPlan and ADOT have conducted several tours for groups and individuals interested in archeology. ADOT employees of the Prescott District and Office of Environmental Services staff have also toured the site.

Plans call for ADOT to improve the existing I-17/SR 69 interchange. Built in the early 1960s, the intersection now serves over 10,000 vehicles a day. Planners predict these volumes will more than double by 2020. Because of its outdated design, local traffic and through traffic are forced to mix, causing traffic congestion and delays, according to preliminary studies.

Director's Corner


Charting the future of transportation

(Concluded from Page 2)

As part of the process, we are not only looking at our state but at our neighbors including California, Nevada, Utah, New Mexico and Sonora, Mexico. Transportation issues do not begin and end at state and county lines.

Information from all of the framework studies will be integrated into a long-range transportation plan for Arizona. Our goal is to have this visionary process finalized in 2009 as begin efforts to update the state's long-range transportation plan.

We're very focused on the day-to-day operations at ADOT but we also have an eye on the future. And that's a happy medium.

Sincerely,
Victor M. Mendez,

Director

Employees earn CASPP credentials

Four ADOT employees completed requirements for their Certification in Arizona State Public Procurement (CASPP).

Certificates were presented to John Kinton, contracts unit supervisor for the Engineering Consultant Section; Patricia Wittman, senior procurement specialist in the Environmental Planning Group; and Michelle Thissell and Mike Mitchell, both senior procurement specialists of the Procurement Group.

Jean Clark, state procurement administrator made congratulatory remarks and presented the certificates to 41 employees representing 31 government agencies. She was assisted by Charlotte Hosseini, ADOA Finance deputy director and Pamela Reay, compliance and training manager.

Certifications were awarded Nov. 24 at the Arizona Department of Administration building in Phoenix.

Qualifications for certification require more than 50 hours of training over an 8-week period, and passing final exams. Course-work includes modules in procurement fundamentals, purchases under \$10,000, requests for quotes, formal solicitations, requests for proposals, and evaluating responses to solicitations.



John Kinton



Patricia Wittman



Michelle Thissell



Mike Mitchell

Arizona kids are going to school safely the “old way”

By John Tucker
Associate Editor

There's a healthy movement afoot among school-age children in Arizona.

Hundreds of kids are discovering the “old school” pleasures of walking and biking to school, spurred on in large part by the ADOT-administered Safe Routes to School program, a federally funded initiative designed to give students in grades K-8 easier and healthier ways to travel safely to and from school.

“There are so many things about the program that are right,” said Paul Katan, the SRTS program coordinator for Prescott Alternative Transportation, an organization that has received two grants through ADOT's SRTS program. Prescott is one of dozens of communities benefitting from the state's SRTS program.

“By encouraging kids to walk and bike to school and making it safe to do so, we can reduce traffic and pollution around schools, parents can save on gas, good health habits are instilled, kids arrive alert and ready to learn...the benefits are so multi-faceted,” Katan said.

Those words are music to the ears of Brian Fellows, ADOT's SRTS Coordinator with the Multimodal Planning Division. He oversees Arizona's grants, trains agencies on how to apply for SRTS funds and how to develop successful programs.

“The energy and creativity that grant recipients bring is amazing,” Fellows says.



Doris Ann Mertz, the SRTS coordinator for the Williams Unified School District, created a variety of fun and rewarding activities to encourage students from Williams Elementary-Middle School to walk or bike to school, or to get active in other ways. She established a Falcon Fitness program, named after the school's mascot, where students earn points for various physical activities. They keep track of their points and redeem them for fitness-related prizes such as jump ropes, balls, bicycle accessories, T-shirts and more. They can also redeem their points for raffle tickets, which enter them into drawings for larger prizes ranging from bicycles, to skateboards, or MP3 players.

“We try to make it easy and fun for the students to fit some activity and exercise into their day,” Mertz said.

Walking or biking to school is not a practical option for students who live more than a mile away from the school, so the Falcon Fitness program gives them an avenue to get physical explains Patricia Helgeson, assistant director of

the Community Learning Center and Williams Alliance, which is part of WUSD, and manages the SRTS grant.

“Part of our plan was to create opportunities for students who live farther out to still be able to participate in fitness activities,” Helgeson said.

Williams Elementary-Middle School, K-8 grade, has about 460 students. When Safe Routes began at the school in fall 2007, a survey revealed that about 9 percent of the student body was walking or biking to school. Today, the percentage is up to about 12 percent, according to Mertz who keeps detailed records on the program.

The SRTS programs in Williams and Prescott have spread the walking/biking gospel through a variety of other activities, many of which represent collaborations with local law enforcement, city or county governments, and health care organizations. Activities include bike rodeos, repainting and restriping crosswalks, and participation in the annual International Walk to School Day.

Prescott Alternative Transportation used some of its 2007 grant funds to organize a mural project at Mile High Middle School in downtown Prescott. With the help of some local artists, students designed and painted a striking mural that shows kids walking, biking, skateboarding, and taking part in other fitness activities. Prescott's SRTS program has four partner schools including Mile High.

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Going to school safely the “old way”

(Concluded from Page 6)

Katan is working with the Yavapai County Health Department, the Prescott Police Department and others to organize community forums at the partner schools this February.

“It’s to encourage schools to join with their neighbors in creating neighborhood support for Safe Routes’ activities,” Katan said.

Safe Routes to School was created in 2005 as part of Public Law 109-59, better known as SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). The act authorized \$612 million in funding through the Federal Highways Administration.

Arizona received about \$400,000 in its first funding cycle in 2007, which was allocated to 10 projects. The state received \$1 million in its second cycle, which it divided among 13 projects. There is approximately \$2.5 million available to Arizona applicants in the upcoming third cycle. Apportionments are based on K-8 enrollment figures calculated by the U.S. Department of Education, Fellows explains.

Only a generation ago, walking or biking to school was the norm for many kids. A 2005 Centers for Disease Control (CDC) report found that in 1969, 42 percent of schoolchildren walked or biked to school. But in 2001, that number had dropped to 16 percent. Experts differ on the cause (for example, the rise of the car culture, or baby boomer parents being more concerned about their children’s safety) but most agree on the negative outcome: an increase in childhood obesity, Type II diabetes and other chronic diseases that have cropped up as Americans have grown increasingly sedentary in their lifestyles.

The SAFETEA-LU act mandates that at least 70 percent of SRTS funds be used for infrastructure projects to improve the safety of routes to schools. In its second funding cycle, ADOT funded three infrastructure projects totalling more than \$700,000.

“We awarded these funds to the City of Phoenix, City of Avondale, and Town of Gilbert. They’re doing things such as installing sidewalks

in school areas, installing traffic calming measures to slow down cars, and installing driver/speed feedback signs,” Fellows said.

In Cycle 3, in which recipients will be selected in May 2009, about \$1.5 million of the \$2.5 million will be awarded to infrastructure projects.

“The great thing about infrastructure improvements is that they benefit all people, not just kids,” Fellows said.

A national task force made up of transportation, education and child health and safety experts recently appeared before Congress to present the results of a two-year study on SRTS. They applauded the program’s widespread benefits and recommended its continuation.

Students in Williams, Ariz., walked or biked to Williams Elementary/Middle School as part of the International Walk to School Day. Parents and Safe Routes to School volunteers accompanied the students on the walk.



ADOT Employees in Maricopa County celebrate their achievements

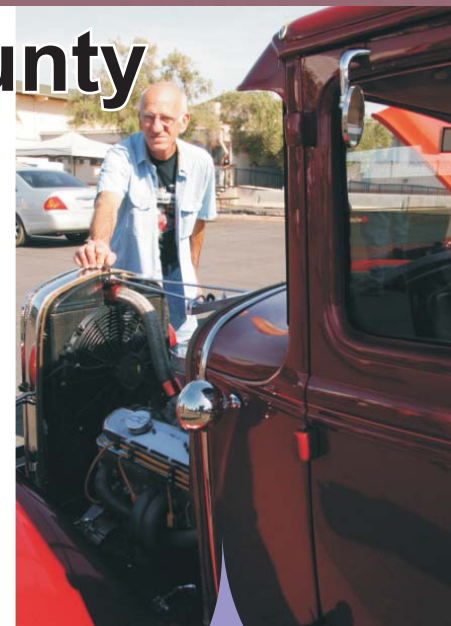


Smoking good time – Andre Celaya and Wilma Avalos, of Materials Group, flipped burgers at the event.



Ridin' herd – Employee Recognition Coordinator Sarah Wuertz, led a team of volunteer employees to put the November 13 event together.

Raising money for SECC – Nancy Hernandez (center) and Esther Ho (right), of the Motor Vehicle Division helped raise over \$300 for the SECC's Employees Helping Employees.



A couple of classics – Bob Coble of Central Lab and his cherry-red 1931 Ford Coupe were a big hit in the classic car show.



Chow and chat – Employees share meal time and conversation while enjoying music at the celebration.

Puttin' on the dog – Jackie Allgood of the MVD Director's staff, and Sabra Mousavi of Right of Way, served up hotdogs to over 1,500.

Cleaning up – Larry Sanchez of Mail Services pitched in after the event to help dismantle tables, chairs and tents, and clean up the parking lot.



Aeronautics Division promotes aerospace through scouting

By Kim Stevens

Deputy Director Aeronautics Division

Sound of oohs and aahs echoed through the hanger of the Commemorative Air Force Museum at Falcon Field in Mesa as over 200 Junior Girl Scouts arrived to attend a half-day workshop required to achieve their aerospace badge.

“Being able to provide the girls with a chance to explore and learn about aviation is a great opportunity for the Aeronautics Division,” said Carole Glenn, Outreach Coordinator with the Division. “It was great to see all of the paper airplanes and balsa gliders the girls made taking “test flights” right next to some of the richest aviation history in Arizona.”

The Aeronautics Division organized the event which provided six activities, one of which was the opportunity to taste astronaut food. The girls

toured the museum, which included a walk through of the World War II B-17 bomber “Sentimental Journey.”

“The docents at the museum did a wonderful job taking all of the girls on a tour of the museum,” said Glenn. “This was an experience that will last them a lifetime!”

The event, held Nov. 1, was a first for the division and according to Glenn maxed out their registration.



The Aeronautics Division is involved in numerous aviation education and outreach events throughout Arizona and has programs available for all ages.

Girl Scouts have the opportunity to earn the Aerospace merit badge by studying the subject, then completing six of nine requirements, including touring an airport or aerospace museum, such as these girls did at the Commemorative Air Force Museum.

Posing beneath an A-26B Invader of World War II vintage are Junior Girl Scouts who toured the Commemorative Airforce Museum at Falcon Field in Mesa.

Photo by Carole Glenn



Taking action on highway safety

The definition of highway safety can mean different things to different people.

To someone on a road crew, it is making sure highway workers are safe. To the highway maintenance employees, it is making sure the roadways are in good condition; to planners and engineers it can be rumble strips or highway signage, and to the Governor's Office of Highway Safety, it is keeping dangerous drivers off the roadway.

To motorists using Arizona's 20,300 thousand miles of state highways, it is making sure they arrive safely at their destination whether they are driving, walking, or riding. "It is the responsibility of the ADOT staff to not only improve safety through our work on but also set an example by practicing safe driving behavior," said Reed Henry, state safety engineer.

Henry cites the most current statistics available to make his point. In 2007, 1,066 people lost their lives on Arizona roadways – an average of three people every day. Nationally, more than 40,000 die in highway-related incidents each and every year, a figure that is 13 times higher

than the number of lives lost in the September 11, 2001 terrorist attack on our nation. "Motor vehicle traffic crashes are the leading cause of death for every age from 4 to 34," he said.

Given the magnitude of motor vehicle deaths and injuries, it is the responsibility of every employee of the Arizona Department of Transportation to make sure our roadway system is as safe as it can be for our customers, which includes us. Every ADOT employee – on and off the job – should wear their safety belt, drive sober, and resist the urge to speed. "Make sure your friends and family do the same, you could save a life," Henry emphasizes.

To make certain ADOT is meeting the safety challenge, the department is developing an Arizona Safety Action Plan (ASAP), to better understand current transportation safety practices and identify where opportunities exist to maximize resources.

"Contrary to conventional wisdom, crashes are not accidents," the safety engineer

said, "Every crash is preventable. ADOT can do an even better job by taking advantage of new research on proven safety strategies and creating new partnerships to save many Arizona lives."

While people may define safety differently, it is essential that individuals in the agency agree on safety goals, which are outlined in Arizona's Strategic Highway Safety Plan. The SHSP goal says it all: Zero Fatalities, Every One Counts. "ADOT is committed to reviewing its business practices to establish and measure progress toward safety goals," according to Henry, "The Arizona Safety Action Plan will develop overall goals for ADOT and incorporate them into the agency's strategic plan so that everyone is moving in the same direction."

Reed Henry (right) discusses safety objectives on a highway construction job with members of the ADOT Highway Enhancements for Safety (HES) team.

Photo by Kohinoor Kar



Practical Ethics

The ADOT Way

By Karen Mills and Dian Work

Honesty for what reason?

Honesty is a major component of being ethical. However, honesty doesn't always produce a win-win situation for everyone involved. The duty to be honest is about right and wrong, not risks and rewards.

Consider the following situation described by Michael Josephson on his Character Counts Web Page. At the end of this column, you will be asked to tell us how you would handle this situation. Your anonymous response totals will be reported next month in **TRANSEND**.

When I was a law professor, a student said I erred in grading his exam by giving him too many points. He was right. After thanking him for his honesty, I changed the grade. His beaming face turned to shock. "You're lowering my grade?" he sputtered. "I never would've come in if..."

He didn't finish the sentence, but it was obvious his display of integrity was counterfeit. He thought he'd get it all – praise and the higher grade.

Several colleagues thought I should have let the higher grade stand because all I'd accomplished was to discourage him from being honest in the future. But I couldn't see

how I could justify compounding my mistake by undermining the veracity of all my grades by failing to correct the error. The higher score would be a dishonest reflection of his knowledge and would have been unfair to the other students. How could I responsibly give him a gift of an unearned grade?

I know voluntarily reporting an error in one's favor is unusual, but like returning too much change, it's the right thing to do. People of character hate to give up benefits as much as anyone. The difference is, for them a good conscience and reputation is reward enough to justify the cost of doing the right thing.

Perhaps lowering the student's grade did discourage him from being truthful in the future, but bribing him to be honest so he only does the right thing when it's cost-free would have corrupted him even more.

What would you have done?

Now, you tell us what you would have done in this situation. Click here to [register](#) your anonymous response and watch this column in January for a tabulation.

- Thank him for his honesty and let the higher score stand
- or,
- Thank him for his honesty and lower his score correctly

Comments and Kudos

MVD Director Stacey Stanton passes along this e-mail from a couple who recently moved to Arizona:

My husband and I had our first experience with Arizona MVD today when we visited the Paradise Lane office in Scottsdale to get Arizona driver licenses and change the registration on our car.

We were impressed by the excellent system in place and especially by Vykyi Vydfol, who took care of us with extreme efficiency, professionalism and congeniality. She also shared important information with us about license renewals and laws.

Overall, the experience was the most pleasant either of us has ever had with the MVD in any state we've lived.

We feel that Ms. Vydfol deserves recognition for her job performance and customer service.

Milestones in Service

Employees attaining milestones for years of service as reported by the Human Resources office include:

35 Years

Susan M. Tellez, ITD, Engineering Consultants Section

Alfonso R Baeuerlen, ITD, Benson Construction Office

30 Years

Angelina C. Amaro, MVD, Phoenix Northwest

Ronald E. Fregin, Jr., ITD, Pavement Management Section

Ruben G. Marron, ITD, Yuma Maintenance

Donald C. Taylor, ITD, SR 51 Construction Field Office

Ernest E. Johnson, ITD, Materials Group, Construction

25 Years

Enid I. Scott, MVD, Bullhead City

Susan D. Garber, MVD, Director's Projects, Mainframe Development

Kent E. Cairns, ITD, Phoenix District, Landscape Maintenance, Administration

Robin E. Sullivan, ITD, Traffic Support Services

John Aguilar, TSG, Specialty Work Center

20 Years

Robert R. Chavez, TSG, Maintenance Section, Central

Scott C. Wang, TSG, Database Administration/Architecture

Sara I. Cramer, TSG, Facilities Design

Frank Robles, Jr., MVD, Tucson CDL

Betty J. Fine, ITD, Traffic Group, Admin.

David M. Fisher, ITD, Yuma Construction

Stephen K. Mathiot, ITD, Freeway Tunnel Maintenance

Blanca E. Ruiz, TSG, Audit and Analysis

15 Years

Paulette Kienitz, TSG, General Operations, Administration

Lynn C. Cain, ITD, Project Management Group, Construction

Jeanne C. Frenger, MVD, Casa Grande

Tommy G. Cope, MVD, Sierra Vista

James F. Horne, MVD, Tucson North

David Cruz, ITD, Nogales Maintenance

10 Years

Garry W. Lee, TSG, Maintenance Section, Southern

Estella A. Velador, ITD, Tucson East, Maintenance

Louise D. Harvey, MVD, Driver Improvement

Gary L. Hack, ITD, Tucson Regional Signing and Striping

Martin J. Ross, ITD, CADD Management and Support

Robert A. Lyons, ITD, Little Antelope Maintenance

Eduardo Siqueiros, ITD, Wikieup Maintenance

DEADLINE for January, 2009 issue

Articles and photographs for publication in the *January* issue should be sent to transendeditors@azdot.gov no later than

Dec. 18, 2008 at 4 p.m.

To discuss submission ideas, phone the editor

602-712-4041



By Fuzz E. Dice

Reliving glory days

A bunch of current and former ADOT employees met recently in Mesa, reminiscing about when they played slow-pitch softball as *The Highwaymen*, back when this agency was still known as the Arizona Highway Department.

"Some of the memories seemed clouded in regard to certain player's abilities," said Terry Otterness, who was among those attending the team reunion. Otterness still works for ADOT as a consultant in the Roadway Design Section.

"One of the highlights of the '74 season was beating the number-one ranked team in the league and then having to come back another night after a protest and play one more inning - we hung on and still won."



Still around

We shared a good laugh with Evelyn Davidson of Transportation Services Group where she is an administrative assistant to Debra Stroops. "Yes, I'm still around, can't get rid of me," she quipped. Evelyn joined MVD in 1970 as a seasonal data entry clerk for the Motor Vehicle Division.

Her photo appeared in the December, 1993 issue of Newsbeat. At that time, she was an information processing specialist in MVD's Information Systems Group. As she approaches 38 years with ADOT in a few months, she says the idea of retirement gets attractive the older she becomes, but she still enjoys working for ADOT.



E. Davidson

Lookin' in the Rearview Mirror for other interesting stories from the past,

Fuzz E. Dice

Members posing for a photo at the reunion were (first row) Terry Otterness, Roadway Design Section; Joe DiVito Materials Section, retired; Jim Pyne, Bridge Group, retired; Pete Mayne, Right-of-Way, retired; (back row) Dave Edwards, Right-of-Way; Joe Gregg, Materials Section, retired; John Lawson, Materials Section; and Harold Goheen, Materials Section.

Retirements from ADOT

Douglas A. Forstie, ITD, State Engineer's Office, 35 years

Benjamin F. Cole, ITD, Phoenix Signing and Striping, 30 years

Alice Antillon, MVD, Sierra Vista, 25 years

James A. McMahon Jr., TSG, Globe Shop, 23 years

Rodney A. Rivinius, ITD, Urban Acquisitions, 20 years

Rosida B. Watson, OIG, Office of Inspector General, 20 years

Joseph M. Bellow, TSG, Page Shop, 19 years

Court F. Stringer, ITD, Engineer Survey Section, 13 years

Bernard Fortunoff, MVD, Motor Carrier and Tax Services, 9 years

Marian P. Shaffer, MVD, Tempe Dual, 7 years

Michael F. Delleo, Jr., ITD, Valley Project Management, 4 years